

April 1

WACKED IN GALE-- SAVED ALL HANDS

Boat Rushed by Close Just as Sch. Mary P. Goulart Filled Away—Clever Seamanship Averted Collision—Craft Previously Hove Down.

How their craft narrowly escaped destruction with all hands on board from being rammed by a steamer, was related by Capt. Antone Goulart and crew of the local fishing sch. Mary P. Goulart at Boston this morning, where the craft arrived from a three weeks' fishing trip. It was the closest call that the captain and his crew have ever experienced and that they are alive to tell the story is due to their efficient seamanship and able manner in which the craft was handled.

The Goulart was jogging on Georges Bay Saturday about 2 o'clock in the morning, it being thick and stormy at the time. Far away in the distance, a keen ear of the watch made out a steamer's whistle. Clearer and clearer the blasts could be heard as the steamer approached and all hands were called on deck of the fisherman. Tacked in Gale, But Saved All Hands. The vessel's horn was kept a blowing, but the steamer continued in her path, until finally her lights could be

plainly seen.

It was a perilous moment for all hands, and everyone was prepared to take to their dories in the emergency. It was here that the seamanship of the Gloucester fisherman came into play, and Capt. Goulart gave orders to tack. Quick to obey, the staunch Portuguese fisherman came up in the wind and filled away on the opposite course, barely in time to allow the steamer to pass by. So quick was it all done, that the foresail was badly torn, thus handicapping the craft, but this mattered little to Capt. Goulart and his men, who were mighty thankful to have escaped.

The steamer kept on her course, without her identity being established. This was not the only experience on the trip, for the Goulart, which was boarded by a huge sea during the storm, which nearly swamped the craft. When it was all over, three dories were found smashed, while the crew were obliged to set to work to bail forecabin and cabin free from the great quantities of water which went below.

The craft brought a fare of 60,000 pounds of fresh fish to market.

April 1.

DRIFTER WILL HAVE POWER FEAR FOR SAFETY OF SEAL FLEET

Sch. W. H. Moody has had installed two 24-horsepower engines and now measures 76 tons gross and 39 net. She will be commanded in the fresh drift fisheries by Capt. Fred Howard. This is the first Rip fisherman to have engines installed.

Tow Gladys and Nellie to Boston. The Boston fishing schooner Gladys and Nellie which put into Shelburne, N. S., last Friday dismantled and leaking, will be towed to Boston for repairs. The tug Mercury, chartered to tow her arrived at Shelburne yesterday after a run of 21 hours. The Gladys and Nellie was caught in a terrible gale and both masts were carried away and the crew had to rig a jury mast to get her into port.

The anniversary of the sealing fleet disaster of 1914, when 175 men perished in a blizzard on the ice floes, found a similar storm raging throughout the colony of Newfoundland yesterday. All railroad traffic was suspended, and there was much anxiety regarding the safety of the sealing fleet, as several steamers were recently reported as caught in the ice floes. No messages have been received from the sealers since the storm began.

April 2

ESPERANTO IN FROM THE PEAK

**Capt. Asa Baker Hails His
Cod Catch for 140,000
Pounds Fresh.**

Two big fresh fares are here this morning, sch. Esperanto, Capt. Asa Baker, arriving from "The Peak" with a fine fare of 140,000 pounds fresh cod fish, while sch. Gov. Foss, Capt. Fred Thompson is down from Boston with a mixed trip of 127,000 pounds. Capt. Thompson arrived at the Boston fish pier yesterday afternoon, but after finding the condition of the market, set sail for here to take out his trip to split.

Schs. A. Platt Andrew brought down 80,000 pounds and Mary P. Goulart, 55,000 pounds fresh fish to split.

Gill netting receipts yesterday totalled about 40,000 pounds mixed fish.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Esperanto, "The Peak", 140,000 lbs. fresh cod.

Sch. A. Platt Andrew, via Boston, 80,000 lbs. fresh fish.

Sch. Mary P. Goulart, via Boston, 55,000 lbs. fresh fish.

Sch. Gov. Foss, via Boston, 127,000 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 2000 lbs. fresh fish.

Str. Sunflower, gill netting, 1000 lbs. fresh fish.

Str. Bessie A., gill netting, 500 lbs. fresh fish.

Str. Ethel, gill netting, 5000 lbs. fresh fish.

Str. Medomak, gill netting, 1200 lbs. fresh fish.

Sch. Little Fannie, gill netting, 2500 lbs. fresh fish.

Str. Rough Rider, gill netting, 1500 lbs. fresh fish.

Sch. Mystery, gill netting, 1400 lbs. fresh fish.

Str. Water Witch, gill netting, 3500 lbs. fresh fish.

Str. Quoddy, gill netting, 3000 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 1600 lbs. fresh fish.

Str. Sawyer, gill netting, 6000 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 2100 lbs. fresh fish.

Sch. Harmony, Green Bank, 20,000 lbs. halibut, 8000 lbs. salt cod, 3000 lbs. fresh cod.

Sch. Manomet, shore.

Sch. Elva L. Spurling, shore.

Vessels Sailed.

No sailings today.

Capt. Geele Here To Fit Out.

Capt. Alden Geele arrived here yesterday after a pleasant sojourn at his home in Yarmouth, N. S., and will fit sch. Tattler for the dory handline fishery.

Fitting For South Seining.

Sch. Benjamin A. Smith is fitting for south seining under command of Capt. Martin L. Welch. The Smith will get away about the middle of next week.

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NETTING FLEET WILL SOON FIT

**Many of the Leaders Expect
to Get Away South
by April 15.**

The fleet of southern mackerel netters will get away about the 15th of April and already several of the boats are painting up and getting ready for the trip.

Among the boats that will go are the following:

Gloucester.

Sloop W. H. Clement, Capt. Gilbert Clattenburg.

Sch. Lafayette, Capt. George H. Peeples.

Sch. Blanche F. Irving, Capt. George Turner.

Sch. Mettacommet, Capt. James Hermon.

Sch. W. H. Reed, Capt. Henry Arsenault.

Sch. Reliance, Capt. John Nelson.

Sch. Little Fannie, Capt. Charles Nelson.

Steamer Joanna, Capt. John F. Barrett.

Sch. Marguerite, Capt. Jacob P. Barrett.

Sch. Mertis H. Perry, Capt. David Gillis.

Sch. Azorian, Capt. Andrew Meade.

Sch. Motor, A. Herman Pennington.

New boat to be commanded by Capt. Patrick Shea.

Rockport.

Sch. Sarah, Capt. Gus Robinson.

Sch. On Time, Capt. Peter Johnson.

Sch. Etta B., Capt. James Jewett.

Sch. Eddie A. Minot, Capt. Charles Peterson.

Sch. Florida, Capt. Edward Procter.

Boston.

Sch. Tecumseh, Capt. Frank Nolan.

Sch. Cruiser, Capt. William Foley.

Sch. Mabel E. Leavitt, Capt. Larry McGrath.

Maine.

Sch. Hockomock, Capt. Edward Smith.

Sch. Bernie and Bessie, Capt. Edward McIntire.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$4.25 per cwt.; medium, \$3.75; snappers, \$2.75.

Georges halibut codfish, large, \$4; medium, \$3.50.

Cusk, large, \$2.50; medium, \$1.75; snappers, \$1.50.

Hake, \$1.50.

Haddock, \$1.75.

Pollock, \$1.75.

Fresh Fish.

Splitting prices:

Haddock, \$1 per cwt.

Western cod, large, \$2; medium, \$1.50; snappers, 75c.

Eastern cod, large, \$1.90; medium, \$1.50; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than above.

Hake, \$1.

Cusk, large, \$1.60; medium, \$1.10; snappers, 50c.

Pollock, round, 80c; dressed, 90c.

Fresh halibut, 10c for white and for gray.

GOOD FRIDAY TRADE IS QUIET

Eight Vessels at Boston To-day and Prices Are at Low Ebb.

Good Friday trade was quiet at Boston this morning. Arrivals were few, two beam trawlers and five sailing crafts being at the new pier and one vessel at T wharf.

Wholesale quotations were \$1.25 to \$3.50 a hundred for haddock, \$3.50 to \$4 for large and \$1.75 to \$2 for market cod, \$1 to \$4 for hake and \$1.25 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

ARRIVALS AT T WHARF.

Sch. Progress, 14,000 haddock, 3000 cod, 5000 hake.

ARRIVALS AT BOSTON FISH PIER.

Sch. Patriot, 15,000 haddock, 34,000 cod, 10,000 cusk.

Str. Foam, 79,000 haddock, 6000 cod.

Sch. Jessie Costa, 24,000 haddock, 19,000 cod, 10,000 hake, 12,000 cusk.

Sch. Leonora Silveria, 4000 haddock, 1800 cod, 3000 cusk.

Sch. Adeline, 6000 haddock, 800 cod, 1000 cusk.

Sch. Rose Dorothea, 8000 haddock, 1200 cod.

Sch. Frances P. Mesquita, 72,000 haddock, 11,000 cod, 7000 hake, 600 halibut.

Haddock, \$1.50 to \$3.50 per cwt.; large cod, \$3.50 to \$4; market cod, \$1.75 to \$2; hake, \$1 to \$4; pollock, \$1.25.

CONDITIONS IN SALT MACKEREL

The Fishing Gazette in its review of the mackerel market says:

It's really better to discuss the future than the past if it concerns domestic mackerel. The fact is that there is little mackerel now held of the last season's catch to talk about. What light holdings there are, are held principally by a well-known Gloucester house, and the demand for this commodity is any thing but active. But the boats for the new catch should now be getting underway. With the scarcity of foreign mackerel and the increasing difficulty incidental to bringing them on this side, it may be said that domestic mackerel will have an unprecedented opportunity to give on Sea good account of itself.

Report on Irish mackerel by mail: Liverpool, Eng., Feb. 27.—Shipments this week were as follows: To New York, per str. Arabic, 135 bbls.; to Philadelphia, per str. Dominion, 100 bbls.; total, 235 bbls. Total shipments to date, 1914 Irish autumn, 19,059 bbls.

Report on Irish mackerel by cablegram: Liverpool, Eng., March 13.—No shipments the past week, and no curing reported.

Liverpool, Eng., March 6.—Shipments of Irish salt mackerel this week were as follows: To New York, str. Adriatic, 28 bbls. To Boston, str. Devonian, 252 bbls.; str. Etonian, 263 bbls. To Philadelphia, str. Dominion, 140 bbls. Total for the week, 633 bbls. Total shipments to date, 19,697 bbls.

Imports of salt mackerel into the United States: Month of December, 1913, 2,501,658 lbs., value, \$171,800; corresponding month in 1914, 2,224,451 lbs., value \$120,229. Year ending December, 1913, 26,398,736 lbs., value \$1,437,016; for year ending December, 1914, 31,194,560 lbs., value \$1,669,397.

Said a New York factor last Wednesday: "The demand for Irish and Norway mackerel has shown an improvement during the last week, but prices for both are still rather unsatisfactory."

There seems to be some puzzling over the fact that an eminent New York handler is going to look over some consignments of mackerel in Los Angeles for other handlers who are his friends. It should be explained that there are through bills of lading which steamship lines grant in conjunction with railroads and which carry consignments of mackerel right through to Chicago with little extra charge. It is true that the privilege of examination at New York often goes with these through bills of lading. By a concession by the steamship companies, and railroads are known to pursue the practice, fish can be landed in Chicago about as cheaply as it can be in New York.

"I figure mackerel is going up in price. Just wait until June" said the executive head of a prominent New York house last Thursday. "One of New York's biggest handlers was just in my place and he predicted that mackerel would be \$4 a barrel higher by June; hence, it behooves us to buy up. Of course, the union is the only agency that is now selling mackerel. It holds 80 per cent. of the catch; the other 20 per cent. has changed hands. Now, of course, business conditions may be bad in June and that might upset calculations somewhat."

"This sending a sight draft for Norway mackerel without examination is a hardship to us New York handlers. I simply am through accepting No. 4 fish for No. 1's. I'm going to put it up to the public weigher if necessary in case of dispute. You know if you buy a heavy consignment of mackerel you can open and examine 50 barrels, but you can't open 5,000. You can examine the top of barrels; they look all right down to a foot, but when you get down into the middle of some barrels, afterward you'll find thin summer fish, and then you feel like kicking yourself. I'm one of the three largest handlers of mackerel in this country, and we've all had our bitter experiences, let me tell you. There is no Irish mackerel, of course, we therefore must depend upon the Norway catch and do the best we can in purchasing," thus summarized the executive of one of New York's largest houses last Thursday.

Advices from Norway report a continued upward movement in prices, owing to the scarcity and higher cost of production. The catch is light, but packers are hopeful of an increased supply by the end of next month at least.

Cont. above

Said a leading New York authority a few days ago: Continued dullness characterizes the market for salt mackerel. Buying interest is slack, on small lots for immediate consumption seeming to be wanted. While prices have not notably changed during the interval, the tone of the market is easy and the tendency is in buyers' favor.

Will Go Shacking.

Sch. Gov. Foss, Capt. Fred Thompson will change over from fresh had-docking to shacking.

LAND POLLOCK AT PORTLAND

That pollock are running in large schools this season is made evident by the fact that the sloop Pontiac arrived at Swan island Tuesday with a fare of 19,000 pounds. In two trips, the total amount of pollock caught was 32,000 pounds, the sloop North Star bringing in 13,000 pounds Tuesday. Both of these sloops are seiners and are the only two of this kind of craft to bring in pollock thus far this season.

Wednesday was the lightest day for fish arrivals that the local dealers have experienced for some time. Only one schooner came in, the Albert Willard with 6000 pounds, while the gas steamer Irven had about 2500 pounds. Practically all of the local fleet put into Boothbay Tuesday, the heavy wind preventing them from fishing.

The steamer Navis, which started out on her first fishing trip of the season last Saturday, arrived Wednesday with no fish on board. The vessel was unable to get her seines until Tuesday, and the heavy wind prevented the men from making a set. The steamer will probably leave the harbor sometime today and will head to the westward.

Captain Gus Doughty will fish out of Portland harbor this season in a brand new seining craft. For several seasons past Captain Gus has been one of the most prominent fishermen around the harbor and has enjoyed successful seasons in the schooner Marjie Turner and later in the sloop Hobson. He is now having built for him, a handsome 50-foot gasoline seining boat which will be ready about the first of the month and he will bring the vessel immediately to Portland.

Going In the Clintonia.

Capt. Lewis Wharton who last year commanded sch. Oriole, dory handling, will fit sch. Clintonia this year for a similar trip.

Port aux Basques Report.

Port aux Basques, N. F., weather report today: Temperature, 30; cloudy, a west wind blowing, 11 miles an hour.

FISH MIGRATE UP AND DOWN

In the March American Magazine Cleveland Moffett writes another article in his new "Doing the Impossible" series. The present article is entitled "Living Wonders of the Deep" and it is a report of important discoveries recently made by oceanographic fishing three or four miles down the sea. In the following extract from the article Mr. Moffett describes some of the strange migrations of sea fish:

"Experiments by Professor Agassiz on the 'Albatross,' and by other oceanographers, have clearly demonstrated that various species of deep dweller fish practice an up and down migration from the lowest depths, where they pass the day, a mile or two below the surface, to higher levels of ocean half a mile, or a mile, or miles higher, to which levels they ascend at night. This seems to be the regular scheme of existence, up and down in the daytime. Some of the deep dwellers, when darkness descends almost to the ocean surface, then, having accomplished their purpose, descend again."

"What is their purpose? It is simple and natural one of getting for themselves, food being more abundant in the upper levels than depths. And they come up at night because many of the fierce eating fish, swift darting mackerel, sturgeon, are unable to see at night which leaves the slow and puny dwellers free to feed on small crustaceans, fish larvae, etc., etc., abundantly at and near the surface, whereas in daylight they would be devoured by their enemies. These upward migrations from the depths have enormous which, doubtless, enable them perfectly in the moon and star light diffused through the upper levels must seem to them brilliantly illuminated after the utter darkness."

"It may be mentioned that the method by which these deep dwellers accomplish their nightly migration is very much of a mystery. There is a difference between surface water pressure and the three-mile depth of several to square inch. How do these creatures accommodate themselves to this enormous pressure below the release of this pressure? What saves them from the danger of being crushed as they go up? And how do they alter their specific gravity so as to ascend or two at will and then descend a mile or two, it being noted that they have no air bladders?"

Cavanaugh Cruiser's Skipper.

Sch. Cruiser of Boston will fish mackerel netting in company with Capt. Ernest Cavanaugh.

Port aux Basques Weather.

Port aux Basques weather report today: Temperature, 32, cloudy, east, blowing light.